
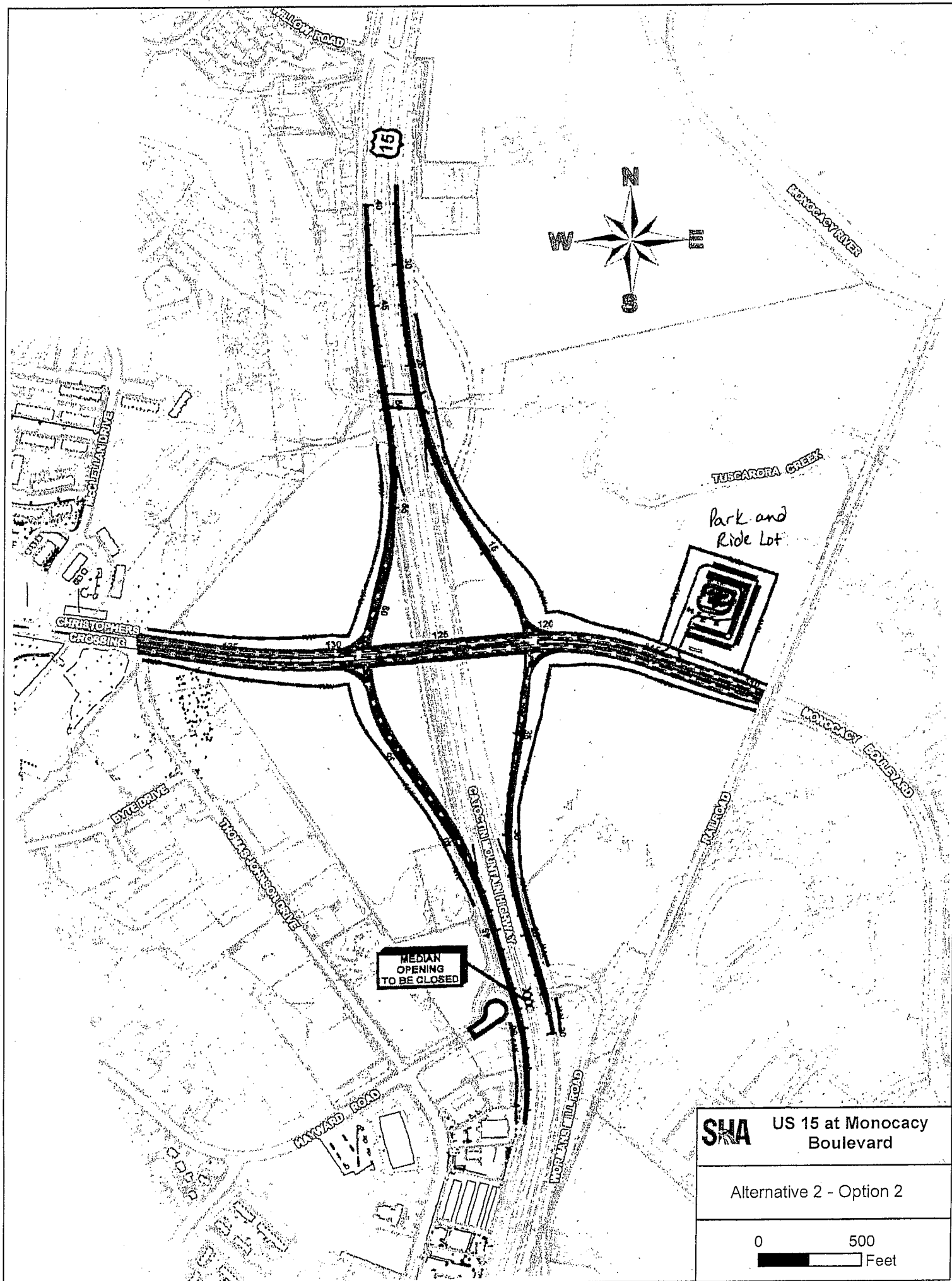


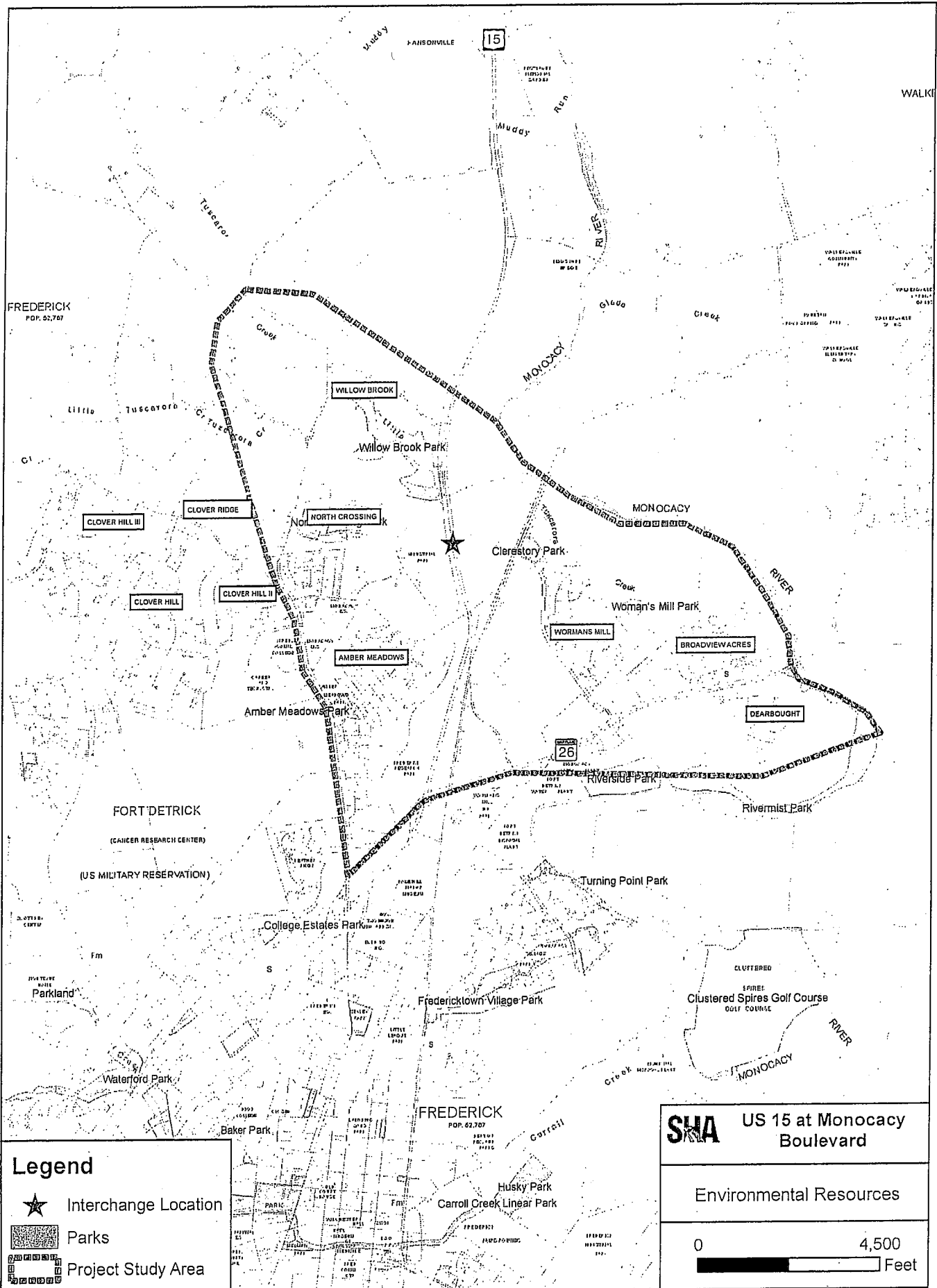
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|  | US 15 at Monocacy Boulevard |
| | Alternative 2 - Option 1 |
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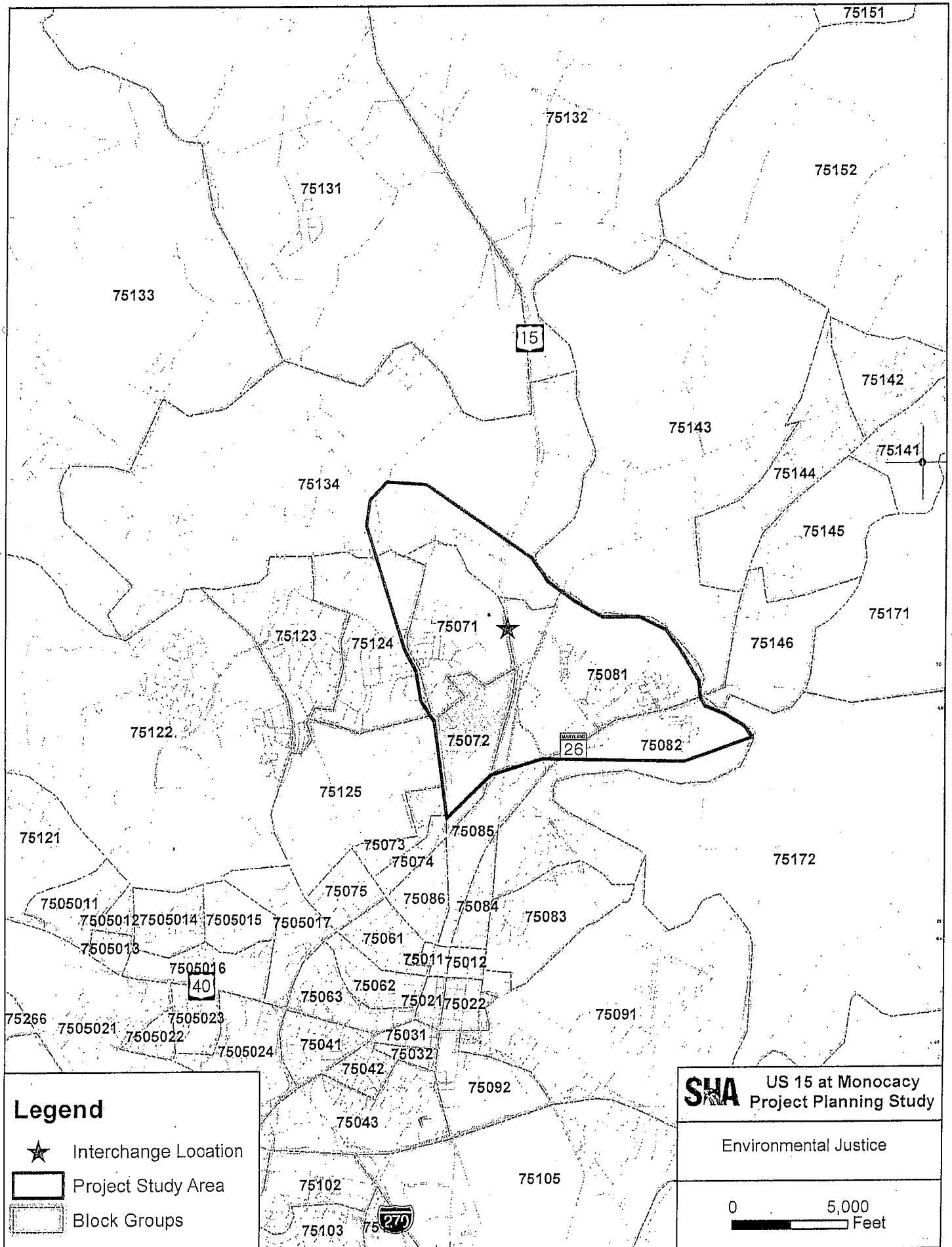


SHA US 15 at Monocacy
Boulevard

Alternative 2 - Option 2

0 500
Feet







Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

John D. Porcari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

April 11, 2007

Re: Project No. FR192B11
US 15 at Monocacy Boulevard
Frederick County, MD
USGS Frederick 7.5' Quadrangle

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) proposed Project No. FR192B11. SHA is proposing to replace the current at-grade intersection of US 15 and Monocacy Boulevard (formerly Trading Lane) with a standard diamond interchange. A park-and-ride lot is also being considered as part of the project. SHA seeks to establish the project's Area of Potential Effects (APE) and provide information about the National Register of Historic Places (NRHP) eligibility of historic standing structures within the APE. The results of SHA's on-going archeological identification investigations are forthcoming.

A project location map is included as Attachment 1.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

The Area of Potential Effects (APE) for this project is restricted to the proposed limits of disturbance as indicated on the attached State Highway Administration municipal map (Attachment 2). Because of the existing busy roadway and the presence of substantial amounts of new construction lining US 15, a larger APE is not warranted.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. J. Rodney Little
Page Two

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed intersection improvements at US 15 and Monocacy Boulevard.

Architecture: SHA Architectural Historian Stephanie Foell consulted the SHA-GIS Cultural Resources Database, aerial photographs, Maryland Inventory of Historic Properties and Determination of Eligibility forms, and SHA project files. A field visit was completed on March 28, 2007.

The APE for this project is restricted to the proposed limits of disturbance. Areas within the APE have previously been evaluated, most notably as part of SHA's I-270/US 15 Intermodal Transportation Study in 1996. At that time, the Beckley House (F-2-147), Richfield (F-3-111), and the Witter-Mercer Farm (F-3-148, no longer extant) were determined to be not eligible for listing in the National Register of Historic Places. The J. Calvin Cronice House (F-3-6) was determined to be eligible for listing, but is no longer extant. Two other properties that have since reached 50 years of age were identified as part of the current project. These include Beckley's Country Store and the Lucky Willow Commercial Property, which were both documented on Short Forms for Ineligible Properties (Attachment 3). Other properties that are just outside of the APE's southern border were also evaluated as part of previous projects, but they are outside of the proposed limits of disturbance and do not need to be considered as part of this project. Therefore, there are no resources that are eligible for listing in the National Register of Historic Places within the APE. An Eligibility Table is included as Attachment 4.

Archeology: SHA Archeologist Carol Ebright assessed the archeological potential of the project area through consultation of the SHA-GIS Cultural Resources Database, historic and environmental mapping, prior survey reports and site forms, and a field visit on March 21, 2007.

The proposed interchange will utilize the existing alignment of US 15 and parts of existing Monocacy Boulevard to the east; other portions of the project will be built on new location on lands presently in agricultural use. The project includes the construction of a park and ride lot, to be built either north or south of Monocacy Boulevard in agricultural fields between US 15 and the Walkersville Southern Railroad tracks. In addition, areas for stormwater management ponds have been selected along US 15.

Mr. J. Rodney Little

Page Two

Although not shown on SHA's GIS, prior Phase I archeological survey was conducted for the proposed US 15 and "Trading Lane" interchange (Fiedel et al. 2000). This interchange was never constructed and plans for it have evolved into the current Monocacy Boulevard interchange project. Fiedel et al.'s survey covered the footprint of the proposed interchange itself, but not the outlying areas for stormwater management, or the two potential park and ride lot locations. Fiedel et al. re-examined two previously recorded sites and recorded one new site. Site 18FR147 was initially reported as destroyed, but the Phase I survey recorded intact portions of this Early Archaic through Late Woodland prehistoric lithic scatter on the west side of US 15 opposite Monocacy Boulevard. Site 18FR148 is located west of US 15 and north of Tuscarora Creek, and contains primarily Middle through Late Archaic period prehistoric artifacts, as well as a small concentrated deposit of early to late 19th century artifacts (18FR148A) that are not clearly associated with any structures shown on historic maps. The historic component was identified by surface examination only. The prehistoric component of 18FR148 extends an unknown distance to the east. Site 18FR745 is located on the south side of Tuscarora Creek, east of US 15, and north of Monocacy Boulevard. This prehistoric site may have once been part of 18FR147 prior to the construction of US 15.

Of these archeological sites, 18FR745, 18FR147 and the prehistoric component of 18FR148 were considered ineligible for National Register of Historic Places listing; MHT concurred on November 5, 1999. The historic component of 18FR148A was considered by SHA to be potentially eligible, but could be avoided in the earlier design. In the current design, 18FR148A would be partly impacted by a stormwater management pond, and further investigation is warranted.

The current project limits include large tracts of unsurveyed agricultural land that have high prehistoric archeological potential, due to their geologic, topographic, and soil characteristics, and their proximity to Tuscarora Creek. Phase I archeological survey has been initiated for these areas, including re-examination of 18FR48A. It is anticipated that Phase II testing may be added to this investigation and reported with the Phase I survey in a single volume. The results of these investigations will be forwarded to your office for review when available.

Review Request

Please examine the attached maps, plans, and Eligibility Table. We request your concurrence by May 7, 2007, that there are no historic properties within the APE. By carbon copy, we invite the Frederick County Historic Preservation Commission and the Frederick County Historical Trust, Inc., to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for

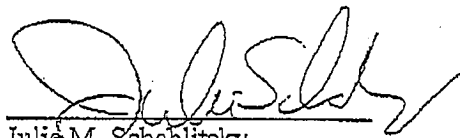
Mr. J. Rodney Little
Page Three

information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by May 7, 2007, we will assume that these offices decline to participate. Please call Ms. Stephanie Foell at (410) 545-2884 (or via email at sfoell@sha.state.md.us) with questions regarding standing structures for this project. Ms. Carol Ebright may be reached at (410) 545-2879 (or via email at cebright@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

Bruce M. Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by:


Julie M. Schablitsky
Cultural Resources Team Leader
Project Planning Division

Attachments: 1) Project Location Map
2) APE Map
3) Short Forms for Ineligible Properties
4) Eligibility Table

cc: Mr. Ray Compton, Frederick County Historical Trust, Inc. (w/ Attachments)
Ms. Janet Davis, Frederick County Historic Preservation Commission (w/ Attachments)
Ms. Carol Ebright
Ms. Stephanie Foell
Mr. Bruce M. Grey SHA-OPPE
Ms. Juliet Healy
Mr. Mike Perrotta
Ms. Susan M. Ridenour, SHA-OED
Dr. Julie M. Schablitsky, SHA-PPD
Mr. Donald H Sparklin, SHA-PPD

Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects

Project Number: FR192B11

MHT Log No. 200701313

Project Name: US 15 at Monocacy Boulevard

County: Frederick

Letter Date: April 3, 2007

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment X]):

- ☒ Concur
☐ Do Not Concur

Effect (as noted in the Effects Table [Attachment X]):

- ☐ No Properties Affected
☐ No Adverse Effect
☐ Conditioned upon the following action(s) (see comments below)
☐ Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable):

- ☐ Agree

Comments:

WE LOOK FORWARD TO ADDITIONAL CONSULTATION SINCE
THE ARCHEOLOGICAL INVESTIGATIONS ARE COMPLETE.

By:

Tim VanLand
MD State Historic Preservation Office/
Maryland Historical Trust

Date

6/5/07

Return by U.S. Mail or Facsimile to:

Dr. Julie M. Schablitsky, Cultural Resources Team Leader, Project Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5004



Martin O'Malley, Governor
Anthony Brown, Lt. Governor

John D. Porcari, Secretary Designate
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 27, 2007

Re: Project No. FR192B11
US 15 at Monocacy Boulevard
Frederick County, MD
USGS Frederick 7.5' Quadrangle

Project No. FR581A21
US 15 at MD 26 Reforestation
Frederick County, MD
USGS Frederick 7.5' Quadrangle

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) finding that there will be no historic properties affected by the proposed Project Nos. FR192B11 (Monocacy Interchange) and FR581A21 (Reforestation). This letter transmits the results of Phase I surveys of both project areas, and Phase II archeological testing of site 18FR148A in FR192B11.

The Monocacy Interchange project consists of replacing the current at-grade intersection of US 15 and Monocacy Boulevard (formerly Trading Lane) with a standard diamond interchange. The proposed interchange will utilize the existing alignment of US 15 and parts of existing Monocacy Boulevard to the east; other portions of the project will be built on new location on lands presently in agricultural use. The project includes the construction of a park and ride lot, to be built either north or south of Monocacy Boulevard in agricultural fields between US 15 and the Walkersville Southern Railroad tracks. In addition, proposed stormwater management (SWM) ponds for the larger US 15/I-270 corridor project are in this area.

The reforestation project is unrelated to the Monocacy interchange project although it is in close proximity. It is being undertaken to bank reforestation credits. The reforestation project consists of a three-acre parcel of state-owned land located between US 15 and the Walkersville Southern Railroad tracks just north of the intersection of US 15 and MD 26.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

Mr. J. Rodney Little
Page Two

Location maps are attached (Attachment 1). Project plans for the Monocacy Interchange are included as Attachment 2.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

The Area of Potential Effects (APE) for both projects is restricted to the proposed limits of disturbance as indicated on the attached State Highway Administration map (Attachment 2). Because of the existing busy roadway and the presence of substantial amounts of new construction lining US 15, a larger APE is not warranted for either project.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed intersection improvements at US 15 and Monocacy Boulevard and reforestation at US 15 and MD 26.

Architecture: SHA Architectural Historian Stephanie Foell previously evaluated standing structures for the Monocacy Interchange project and identified two new properties that are now older than fifty years. SHA coordinated structures eligibility with MHT via correspondence dated April 11, 2007. MHT concurred with SHA on June 5, 2007 that Beckley's Country Store and the Lucky Willow Commercial Property, both documented on Short Forms for Ineligible Properties, are not eligible for listing in the National Register of Historic Places. In 1996, the Beckley House (F-2-147), Richfield (F-3-111), and the Witter-Mercer Farm (F-3-148, no longer extant) were determined to be not eligible for listing in the NRHP. The J. Calvin Cronice House (F-3-6) was determined to be eligible for listing, but is no longer extant. There are no standing structures that are eligible for listing in the National Register of Historic Places within the Monocacy Interchange APE. An Eligibility and Effects Table is included as Attachment 3.

The reforestation project was evaluated through the SHA-GIS Cultural Resources Database, video footage, aerial photographs, and a site visit on March 28, 2007. There are no structures within the proposed project area. No historic buildings will be impacted by the project.

Archeology: SHA Archeologist Carol Ebright previously assessed the Monocacy Interchange project area as having high archeological potential (see April 11, 2007 correspondence).

The Reforestation project area had no previously recorded archeological sites. Phase I survey by Fiedel et al. (2000) resulted in the excavation of a single transect of Shovel Test Probes (STPs) adjacent to US 15 with negative results. The remaining portion of the proposed

Mr. J. Rodney Little
Page Three

reforestation area was assessed as having high archeological potential. Because of the proximity and timing of the projects, the archeological investigations for the Monocacy Interchange and reforestation area were combined.

SHA has completed Phase I archeological investigations of the portions of both project areas that were not previously examined by Fiedel et al. (2000). In addition, Phase II investigations were undertaken on site 18FR148, a multicomponent site that would be impacted by a stormwater management pond on the Monocacy Interchange project. No archeological resources were identified in the reforestation project area. In the Monocacy Interchange area, Phase I STPs encountered a few widely scattered historic artifacts that have been assigned random finds number 18FRX180. Phase II investigations at Site 18FR148 involved close interval shovel testing and eight 1x1 m test units.

Site 18FR148A yielded numerous late 18th through early 20th century artifacts from STPs; and eight test units exposed five features, including a portion of a cellar hole. The site appears to represent a series of domestic occupations associated with an early cooperage. SHA agrees with the consultant that site 18FR148A is eligible for listing in the National Register of Historic Places and has electronically submitted a DOE form. Only five prehistoric artifacts were found, confirming the prior recommendation that the prehistoric component is not significant.

Enclosed for your review and comment is one copy of the draft report *Phase I Archeological Survey of the Proposed US 15 at MD 26 Reforestation Site, the Proposed US 15 at Monocacy Boulevard Interchange and Phase II Evaluation of Site 18FR148A, Frederick County, Maryland* by Furgerson et al. of URS Corporation (Attachment 4). Our comments are attached (Attachment 5). The SHA project team has relocated the SWM pond that would have impacted 18FR148A (Attachment 2). The relocated pond will be surveyed along with other proposed SWM ponds for the larger US 15/I-270 corridor. Consequently, no further archeological work is recommended for the current Monocacy Boulevard Interchange project.

Review Request

Please examine the attached maps, plans, and Eligibility and Effects Table. We request your concurrence by August 31, 2007, that there no historic properties affected within the APE of the Monocacy Interchange project or the US 15 at MD 26 reforestation project. By carbon copy, we invite the Frederick County Historic Preservation Commission and the Frederick County Historical Trust, Inc., to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or

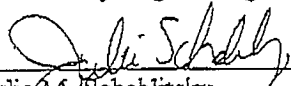
Mr. J. Rodney Little
Page Four

contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by August 31, 2007, we will assume that these offices decline to participate. Please call Ms. Stephanie Foell at (410) 545-2884 (or via email at sfoell@sha.state.md.us) with questions regarding standing structures for this project. Ms. Carol Ebright may be reached at (410) 545-2879 (or via email at cebright@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

Bruce M. Grey
Deputy Director
Office of Planning and
Preliminary Engineering,

by:


Julie M. Schablitsky
Cultural Resources Team Leader
Project Planning Division

Attachments: 1) Project Location and APE Map
2) Project Plans for Monocacy Interchange
3) Eligibility and Effects Table
4) Draft Archeological Report
5) SHA Comments on the Draft Archeological Report

cc: Mr. Fran Bateman, SHA-OED
Mr. Ray Compton, Frederick County Historical Trust, Inc. (w/ Attachments)
Ms. Janet Davis, Frederick County Historic Preservation Commission (w/ Attachments)
Ms. Carol A. Ebright, SHA-OPPE
Ms. Stephanie Foell, SHA-OPPE
Mr. Bruce M. Grey, SHA-OPPE
Ms. Juliet Healy, SHA-OPPE
Mr. Mike Perrotta, SHA-OPPE
Dr. Julie M. Schablitsky, SHA-PPD
Mr. Donald H Sparklin, SHA-PPD

Juliet Healy

Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects

Project Number: FR192B11 MHT Log No. 200702686
Project Name: US 15 at Monocacy Boulevard

Project Number: FR581A21 MHT Log No. 200702687
Project Name: US 15 at MD 26 Reforestation
County: Frederick
Letter Date: July 27, 2007

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 3]):

- ☒ Concur - 18FR148 is eligible for the National Register of
Historic Places
☐ Do Not Concur

Effect (as noted in the Effects Table [Attachment 3]):

- ☒ No Properties Affected - For US 15 at MD 26 Reforestation
☒ No Adverse Effect - For US 15 at Monocacy Boulevard
☐ Conditioned upon the following action(s) (see comments below)
☐ Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable):

- ☐ Agree

Comments:

SEE ATTACHED CONTINUATION SHEET

By: Erineth Hagle 9.7.07
MD State Historic Preservation Office/ Date
Maryland Historical Trust

Return by U.S. Mail or Facsimile to:
Dr. Julie M. Schablitsky, Cultural Resources Team Leader, Project Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5004

Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects

CONTINUATION SHEET #1
Maryland Historical Trust Comments

Project Number: FR192B11 MHT Log No. 200702686
Project Name: US 15 at Monocacy Boulevard

Project Number: FR581A21 MHT Log No. 200702687
Project Name: US 15 at MD 26 Reforestation
County: Frederick
Letter Date: July 27, 2007

The Maryland Historical Trust provides the following comments in addition to the concurrence indicated on the previous page:

1. SHA's letter states that the project team relocated the SWM pond that would have impacted site 18FR148. Furthermore, it asserts that "The relocated pond will be surveyed along with other proposed SWM ponds for the larger US 15/I-270 corridor." Assuming that the relocated SWM is no longer part of the US 15 at Monocacy Boulevard project, we are able to concur that the undertaking will have no adverse effect on historic properties. SHA should implement measures to ensure that the site area is avoided by all construction related equipment and activity areas. Further consultation with the Trust will be needed to complete the Section 106 review of the relocated SWM pond as part of the larger US 15/I-270 undertaking or as re-coordination on modifications to the current US 15 at Monocacy Boulevard project. We appreciate the SHA's efforts to avoid impacts to this significant and interesting site.
2. Trust staff reviewed the following draft report submitted with your letter: *Phase I Archeological Survey of the Proposed US 15 at MD 26 Reforestation Site, The Proposed US 15 at Monocacy Boulevard Interchange and Phase II Evaluation of Site 18FR148A, Frederick County, Maryland* (Furgerson et al., 2007). The report is well written and presents detailed documentation, including excellent graphics, on the research methods and results. We ask SHA to have the consultant address the following issues, in addition to SHA's comments (included as Attachment 5 to the SHA submittal) in the preparation of the final report.
 - Throughout the report's text and figures, it refers to site 18FR148 as *18FR148A*. The current study involves investigation of 18FR148, a site that was examined by previous surveys. The current study generated new information regarding the site's nature, extent, and surviving components. Thus, SHA correctly re-evaluated the significance of site 18FR148 as part of the present undertaking. The identification of new components and reassessment of significance given that information do not alter the site's official designation as 18FR148 in the Maryland Inventory of Historic Properties – and all its associated GIS and database links. Thus, the report text, illustrations, and appendices must remove all references to *18FR148A* and replace them with **18FR148**. For ease of discussion purposes, the text may refer to the newly evaluated portions of the site as Area A or Locus A.

Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects

CONTINUATION SHEET #2
Maryland Historical Trust Comments

Project Number: FR192B11 MHT Log No. 200702686
Project Name: US 15 at Monocacy Boulevard

Project Number: FR581A21 MHT Log No. 200702687
Project Name: US 15 at MD 26 Reforestation
County: Frederick
Letter Date: July 27, 2007

- The Recommendations and Conclusions should describe the proposed relocation of the SWM pond to avoid site 18FR148 and include a figure to document site avoidance.
 - The consultant should submit an original, unbound copy of the site update form for 18FR148 to Jennifer Cosham for entry in the Trust's Inventory records.
4. Finally, we would like to note that we would have appreciated the opportunity to visit this site while fieldwork was in progress and features were exposed. We hope that SHA will maintain close coordination with the Trust and schedule field visits for those projects that are particularly conducive given the nature of the resources, research results, or other reasons.

cc: Carol Ebright (SHA)
Stephanie Foell (SHA)
Don Sparklin (SHA)
Jenny Cosham (MHT)
Becky Morehouse (MHT/JPPM)
Janet Davis (Frederick Co.)
Ray Compton (Frederick Co. Historical Trust, Inc.)



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

State Highway
Administration

John D. Porcari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

November 30, 2007

Re: Project No. FR192B11
US 15 at Monocacy Boulevard
Frederick County, MD
USGS *Frederick* 7.5' Quadrangle

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) finding that there will be no historic properties affected by the proposed Project No. FR192B11 (Monocacy Interchange). This project was previously coordinated with your office as described below. However, based on comments from the Frederick County Historic Preservation Commission expressing concern over potential impacts to the Walkersville Southern Railway and the landscape on the eastern side of US 15, SHA is completing additional cultural resources documentation for this project.

The Monocacy Interchange project consists of replacing the current at-grade intersection of US 15 and Monocacy Boulevard (formerly Trading Lane) with a standard diamond interchange. The proposed interchange will utilize the existing alignment of US 15 and parts of existing Monocacy Boulevard to the east; other portions of the project will be built on new locations. The project includes the construction of a park-and-ride lot, to be built in the northeast quadrant of Monocacy Boulevard/US 15 intersection in open space between US 15 and the Walkersville Southern Railroad tracks. In addition, proposed stormwater management (SWM) ponds for the larger US 15/I-270 corridor project are in this area.

Project plans have not changed since the project was previously coordinated. Please refer to the previously submitted plans for detailed information. A general plan with project limits is included as Attachment 1.

Funding

Federal funds are anticipated for this project.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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Mr. J. Rodney Little
US 15 at Monocacy Boulevard
Page Two

Area of Potential Effects

The Area of Potential Effects (APE) for this project is restricted to the proposed limits of disturbance as indicated on the attached State Highway Administration map (Attachment 2). Because of the existing busy roadway and the presence of substantial amounts of new construction lining US 15, a larger APE is not warranted. The APE remains the same as it was during previous coordination with MHT.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed intersection improvements at US 15 and Monocacy Boulevard.

Architecture: SHA Architectural Historian Stephanie Foell previously evaluated standing structures for the Monocacy Interchange project and identified two properties that are now older than fifty years. SHA coordinated structures eligibility with MHT via correspondence dated April 11, 2007. MHT concurred with SHA on June 5, 2007 that Beckley's Country Store and the Lucky Willow Commercial Property, both documented on Short Forms for Ineligible Properties, are not eligible for listing in the National Register of Historic Places. In 1996, the Beckley House (F-2-147), Richfield (F-3-111), and the Witter-Mercer Farm (F-3-148, no longer extant) were determined to be not eligible for listing in the NRHP. The J. Calvin Cronice House (F-3-6) was determined to be eligible for listing, but is no longer extant.

SHA coordinated determinations of effect with MHT in a letter dated July 27, 2007. At that time, SHA stated that there were no historic built resources within the APE, and therefore no historic built resources would be impacted by the proposed project. MHT concurred with these findings on September 7, 2007. However, in a letter dated September 10, 2007, the Frederick County Historic Preservation Commission expressed concern over potential impacts to the Walkersville Southern Railway and the agricultural landscape on the eastern side of US 15.

MHT staff previously stated that SHA does not need to complete Determinations of Eligibility for entire rail corridors when only a small portion lies within the APE. This is the case with the present project, where the APE tangentially intersects a 200-foot portion of the Pennsylvania Railroad Frederick Secondary (F-3-237) that ran from Columbia, Pennsylvania, through York and Hanover in that state, through Taneytown and Walkersville in Maryland, terminating in Frederick. Because evaluating the entire length of this line is beyond the scope of this project, SHA has completed a Determination of Eligibility for a portion of the rail line that extends from Frederick to Walkersville as part of this submittal. The resource is being evaluated as railroad corridor. The towns along the line will not be evaluated because their potential historic boundaries extend beyond the railroad corridor.

Mr. J. Rodney Little
US 15 at Monocacy Boulevard
Page Three

Established and accepted National Register evaluation tools/contexts for rail corridors were used to evaluate eligibility, and previously completed Determination of Eligibility forms for other rail lines within Maryland were used to assist in determining the potential significance of the Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville. Our analysis concluded that the resource is not eligible for listing in the National Register of Historic Places (NRHP). According to these evaluation tools/contexts, the rail line must be eligible under Criterion A and the Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville does not meet the accepted requirements for eligibility. The rail line did not open to settlement a region in the state lacking regional roads or navigable rivers by providing the only long-distance transportation option. There was no appreciable increase in the rate of settlement in the years following the construction of the railroad. The rail line did not provide transportation between a significant manufacturing or commerce node and an important transfer point or terminal market for commodities, products, or services. No significant industrial or agricultural expansion resulted from the construction of the line. The Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville line was not an influential component of the state's railroad network. It did not provide a critical link or junction between at least two significant railroad corridors and its construction did not result in the expansion of transportation network of the area. According to the evaluation tools, railroad corridors dating to the period of construction of the Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville line typically would not be eligible for listing in the NRHP under Criteria B, C, or D. The Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville is not associated with the productive lives of significant persons, nor does it embody the distinctive characteristics of a type, period, or method of construction as defined by the NRHP; therefore, it is not eligible under Criteria B or C. The Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville was not evaluated under Criterion D at this time. A Determination of Eligibility form for the Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville is included as Attachment 3.

SHA also revisited the location of the park-and-ride and its potential effect on viewsheds along US 15, the Catocin Mountain Scenic Byway. At this time, SHA engineers believe that the park-and-ride will likely be located in the northeast quadrant of the intersection of US 15 and Monocacy Boulevard; however, there is a very small chance its location may move to the southwestern quadrant. In both cases, as previously coordinated, SHA stands by its original determination, which received MHT concurrence, that the park-and-ride would not impact historic resources. Views from US 15 to the east in the vicinity of Monocacy Boulevard are dominated by recently constructed clustered housing that is readily visible from US 15. A recent site visit by SHA staff confirmed the visibility of these densely developed residential units. A park and ride lot in the proposed location will not impact views that include these numerous residential units. If engineers decide to locate the park-and-ride lot on the western side of US 15, no views will be impacted because of the generally low profile of the construction and because of existing commercial development that dominates the area west of US 15, where recently constructed

Mr. J. Rodney Little
US 15 at Monocacy Boulevard
Page Four

development as well as older commercial establishments (which previously have been determined to be not eligible for listing in the National Register) are located. Furthermore, the SHA project manager reports that the areas where the park-and-ride lot would be placed are zoned for commercial development and the proposed use is in keeping with this county planned use.

There are no built resources that are eligible for listing in the National Register of Historic Places within the Monocacy Interchange APE. Therefore, no historic built resources will be impacted by the proposed project. An Eligibility and Effects Table is included as Attachment 4.

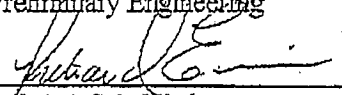
Archeology: There are no additional archeological issues with the project. SHA has completed all coordination required and MHT concurred with previous determinations.

Review Request

Please examine the attached maps, plans, and Eligibility and Effects Table. We request your concurrence by December 31, 2007, that there are no historic properties affected within the APE of the Monocacy Interchange project. By carbon copy, we invite the Frederick County Historic Preservation Commission and the Frederick County Historical Trust, Inc., to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by December 31, 2007, we will assume that these offices decline to participate. Please call Ms. Stephanie Foell at 410-545-2884 (or via email at sfoell@sha.state.md.us) with questions regarding standing structures for this project. Ms. Carol Ebright may be reached at 410-545-2879 (or via email at cebright@sha.state.md.us) with concerns regarding archeology.

Very truly yours

Bruce M. Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by: 
Julie M. Schablitsky
Cultural Resources Team Leader
Project Planning Division

Mr. J. Rodney Little
US 15 at Monocacy Boulevard
Page Five

Attachments: 1) Project Location and APE Map
2) Project Plans for Monocacy Interchange
3) Determination of Eligibility Form
4) Eligibility and Effects Table

cc: Mr. Fran Bateman, SHA-OED
Mr. Ray Compton, Frederick County Historical Trust, Inc. (w/ Attachments)
Ms. Janet Davis, Frederick County Historic Preservation Commission (w/ Attachments)
Ms. Carol A. Ebright, SHA-OPPE
Ms. Anne Elrays, SHA-OPPE
Ms. Stephanie Foell, SHA-OPPE
Mr. Bruce M. Grey, SHA-OPPE
Ms. Juliet Healy, SHA-OPPE
Mr. Mike Perrotta, SHA-OPPE
Dr. Julie M. Schablitsky, SHA-OPPE
Mr. Donald H Sparklin, SHA-OPPE



FILE COPY

**Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects**

Project Number: FR192B11

MHT Log No. 200704183

Project Name: US 15 at Monocacy Boulevard

County: Frederick

Letter Date: November 30, 2007

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 4]):

- ☒ Concur
☐ Do Not Concur

Effect (as noted in the Effects Table [Attachment 4]):

- ☒ No Properties Affected
☒ No Adverse Effect *Exc. 5/16/08*
☐ Conditioned upon the following action(s) (see comments below)
☐ Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable):

- ☐ Agree

Comments:

By:

Ann Zulawski
MD State Historic Preservation Office/
Maryland Historical Trust

Date

1/11/08

Return by U.S. Mail or Facsimile to:

Dr. Julie M. Schablitsky, Cultural Resources Team Leader, Project Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5004



MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Robert L. Ehrlich, Jr., Governor

Michael S. Steele, Lt. Governor

C. Ronald Franks, Secretary

February 23, 2006

Ms. Cynthia D. Simpson
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

**RE: Environmental Review for Project No. FR192B11, US 15 at Monocacy Boulevard,
Grade-Separated Interchange, Frederick County, Maryland.**

Dear Ms. Simpson:

The Wildlife and Heritage Service has determined that there are no State or Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated. As a result, we have no specific comments pertaining to protection measures at this time. This statement should not be interpreted however as meaning that rare, threatened or endangered species are not in fact present. If appropriate habitat is available, certain species could be present without documentation because adequate surveys have not been conducted.

We would also like to bring to your attention that Wildlife and Heritage Service's Natural Heritage database does indicate that there is an occurrence of the state-listed endangered Brook Floater (*Alasmidonta varicosa*) known to occur within the vicinity of the project site. Freshwater mussels require fish hosts for part of their life cycle and are filter feeders, and maintaining water quality is crucial to their continued existence. Therefore WHS would encourage strict enforcement of all appropriate BMPs during work on the project site, and avoiding in-stream work if at all possible.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER #2005.2873.fr
cc: R. Dintaman, ERU
D. Brinker, WHS



Robert L. Ehrlich, Jr., Governor

Michael S. Steele, Lt. Governor

C. Ronald Franks, Secretary

December 27, 2005

Mr. Joseph Kresslein
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Kresslein:

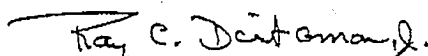
This letter is in response to your letter of request, dated December 14, 2005, for information on the presence of finfish species in the vicinity of the Maryland Department of Transportation's Project No.FR192B11: US 15 at Monocacy Boulevard (Grade-Separated Interchange) in Frederick County.

From a review of the information provided with your request it appears that the proposed roadwork could impact Little Tuscarora Creek and tributaries (Middle Potomac River Drainage Area). Little Tuscarora Creek and tributaries are classified as Use III waters (Natural Trout Waters). Generally, no instream work is permitted in Use III streams during the period of October 1 through April 30, inclusive, during any year.

The Department's Fisheries Service has documented a natural brook trout population in Little Tuscarora Creek. Although specific resident fish species information for the subject project site is not available, Table IV-2 (attached) lists fish species documented in the Middle Potomac River Basin by our Fisheries Service. Many of these species could potentially be found near your project site. These species should be protected by the instream work prohibition period and by sediment and erosion control methods and other Best Management Practices typically used for the protection of stream resources.

If you have any questions concerning these comments, you may contact me at 410-260-8331.

Sincerely,

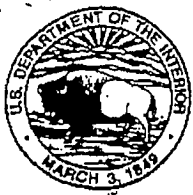

Ray C. Dintaman, Jr., Director
Environmental Review Unit

RCD
Attachment

Table IV-2.: Fish Species Collected in the Middle Potomac River Basin,
1974-1984.

| | |
|---------------------|----------------------------------------------|
| Salmonidae | |
| Brook trout | <u>Salvelinus fontinalis</u> (Mitchill) |
| Brown trout | <u>Salmo trutta</u> Linnaeus |
| Rainbow trout | <u>Salmo gairdneri</u> Richardson |
| Cyprinidae | |
| Stoneroller | <u>Campostoma anamalum</u> (Rafinesque) |
| Blacknose dace | <u>Rhinichthys atratulus</u> (Hermann) |
| Longnose dace | <u>Rhinichthys cataractae</u> (Valenciennes) |
| Cutlips minnow | <u>Exoglossum maxillingua</u> (Lesueur) |
| Creek chub | <u>Semotilus atromaculatus</u> (Mitchill) |
| River chub | <u>Nocomis micropogon</u> (Cope) |
| Fallfish | <u>Semotilus corporalis</u> (Mitchill) |
| Rosyside dace | <u>Clinostomus funduloides</u> Girard |
| Common shiner | <u>Notropis cornutus</u> (Mitchill) |
| Bluntnose minnow | <u>Pimiplahe notatus</u> (Rafinesque) |
| * Peal dace | <u>Semotilus margarita</u> (Cope) |
| Catostomidae | |
| Northern hogsucker | <u>Hypentelium nigricans</u> (Lesueur) |
| White sucker | <u>Catostomus commersoni</u> (Lacepede) |
| Ictaluridae | |
| Margined madtom | <u>Noturus insignis</u> (Richardson) |
| Brown bullhead | <u>Ictalurus nebulosus</u> (Lesueur) |
| Cottidae | |
| Mottled sculpin | <u>Cottus bairdi</u> Girard |
| Centrarchidae | |
| Bluegill sunfish | <u>Lepomis macrochirus</u> (Rafinesque) |
| Smallmouth bass | <u>Micropterus dolomieu</u> Lacepede |
| Largemouth bass | <u>Micropterus salmoides</u> Lacepede |
| Rock bass | <u>Ambloplites rupestris</u> (Rafinesque) |
| Pumpkinseed sunfish | <u>Lepomis gibbosus</u> (Linnaeus) |
| Longear sunfish | <u>Lepomis megalotis</u> (Rafinesque) |
| Percidae | |
| Tessellated darter | <u>Etheostoma olmstedii</u> Storey |
| Greenside darter | <u>Etheostoma blennioides</u> Rafinesque |
| Fantail darter | <u>Etheostoma flabellare</u> Rafinesque |
| Anguillidae | |
| American eel | <u>Anguilla rostrata</u> (Lesueur) |

* Additional fish species collected, 1980-1984.



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office

177 Admiral Cochrane Drive

Annapolis, MD 21401



January 10, 2006

Mr. Bruce M. Grey
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

ATTN: Mr. Donald Sparklin

RE: *Project No. FR192B11, Frederick County, MD*

Dear Mr. Grey:

This responds to your letter, received December 15, 2005, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no biological assessment or further section 7 consultation is required with the U.S. Fish and Wildlife Service. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. It does not address the Service's concerns pursuant to the Fish and Wildlife Coordination Act or other legislation. For information on the presence of other rare species, you should contact Ms. Lori Byrne of the Maryland Heritage and Wildlife Division at (410) 260-8573.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Maricela Constantino at (410) 573-4542.

Sincerely,

G. A. Moser

for Mary J. Ratnaswamy, Ph.D.
Program Supervisor, Threatened and Endangered Species



U.S. Department
of Transportation

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
DC Division
1990 K Street, N.W., Suite 510
Washington, DC 20006
202-219-3536
202-219-3545 (fax)

JUN 11 2008

The Honorable Mr. Phil Mendelson, Chairman
National Capital Region Transportation Planning Board
c/o Mr. Ronald Kirby, Director of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Dear Chairman Mendelson:

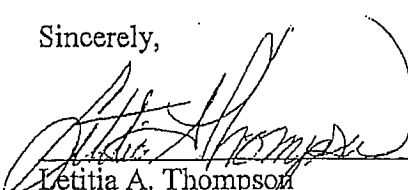
The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the 2007 Constrained Long Range Plan (CLRP) and FY 2008-2013 Metropolitan Transportation Improvement Program (MTIP) for the Washington Metropolitan Area adopted by the Transportation Planning Board (TPB) on April 16, 2008.

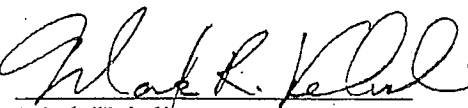
The Environmental Protection Agency (EPA), in a letter to FHWA's District of Columbia Division dated June 6, 2008 for the 8-Hour Ozone, Carbon Monoxide and PM 2.5 air quality conformity (enclosure), acknowledges its review and includes technical documentation that supports the conformity finding of the region's 2007 CLRP and FY 2008-2013 MTIP. It is our finding that the analytical results provided by the TPB to demonstrate conformity is consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended.

We find that the 2007 CLRP and the FY 2008-2013 MTIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40 CFR Part 93), as amended. The findings are based (in part) on the self-certification statement submitted by the MPO under 23 CFR 450.316(b) (1) and activities by FHWA, FTA, and the State Transportation agencies in accordance with the Federal and State oversight responsibilities.

Any questions concerning this approval action should be directed to Sandra Jackson, of the FHWA District of Columbia Division, at (202) 219-3521 or Gail McFadden-Roberts, of the FTA Region III Office, at (215) 656-7121.

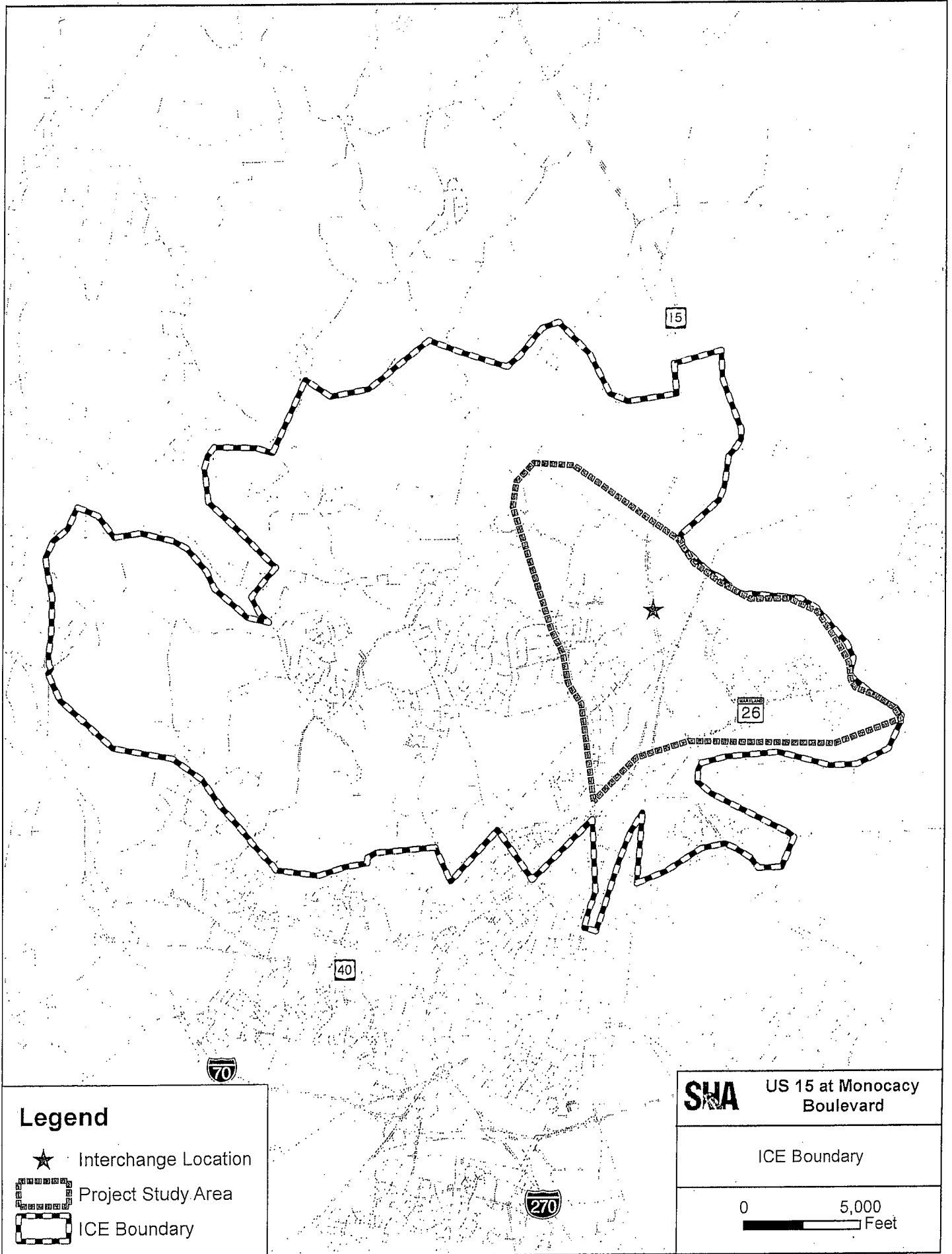
Sincerely,

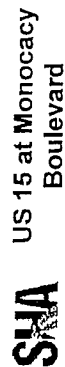

Letitia A. Thompson
Regional Administrator
Federal Transit Administration


Mark Kehrl
Division Administrator
Federal Highway Administration

Enclosure

cc: Rick Rybeck, District of Columbia Division of Transportation
Jason Harrington, Washington Metropolitan Area Transit Authority
JoAnne Sorenson, Northern Virginia District Office, VDOT
Kellie Gaver, Maryland Department of Transportation
Kwame Arhin, FHWA Maryland Division
Uwanna Dabney, FHWA Virginia Division
Edward Sundra, FHWA Virginia Division
Brian Glenn, FTA Washington DC Metropolitan Office



ICE Boundary with Proposed
Land Use (City of Frederick
2004 Comprehensive Plan)